Cycling City

Bristol's cycling city bid successful ● More threats to our greenways• Pavement cycling and the law ● Cycle Expressway Network Streets Alive ● News ● Campaigns ● Rides ● Events
Bristol Cycling Campaign
is working for saner transport policy for Bristol
Our aims include

- A 20mph speed limit in all urban areas
- A freeze on road building
- Control on traffic entering the city when pollution levels high
- Council budgets to support sustainable transport, especially cycling

‘Tear out ‘n’ Keep’ Useful Contacts:

**Problems with Bristol’s traffic-free greenways**
Bristol & Bath Railway Path 0117 922-3719
Ashton Pill Path 0117 903-6822
Malago Greenway 0117 922-3838

**Problems on the highway** 0117 922-3838 Mon-Fri 8.30am-8.00pm.
Helpful line for reporting problems with road surfaces, street-lighting, problems on shared pavements, broken glass and burnt-out cars. They now have a quick-response policy to broken glass.

**Parking hotline – 0117 903 8070** to report illegal parking on yellow line(s) &/or adjacent pavement when parking is banned

**Smoky diesels** (National no) 0870-6060-440 option 6
**Traffic light problems** 0800-854-229

**Police** 0117 927-7777 for all departments. Use this line to complain about speeding, pavement parking etc.
**Redfield Beat Police** for Bristol end of Railway Path 0117 945-5727

**South Gloucestershire Council “Streetcare”**
01454-868000

**Environmental Transport Association** To claim discount: Quote Ref number 1506 1999 and your BCC membership number

**Potholes in roads:** fillthathole.org.uk

‘Off road’ Cycling obstructions: clearthattrail.org.uk

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**Shops giving discount to BCyC members**

- **Bike**, Queens Ave, Clifton…………………10%
- **Dave Bater**
  - Willow Centre, Downend………………...10%
  - 12-14 Park Street, off College Green…………10%
- **Harvey’s**, Henleaze Road, Henleaze…………9%
- **Kathamdu**, Park Street - free Summit Club membership……………… 10%; certain items 25%
- **Mud Dock**, The Grove, off Queen Square……10%
- **Overbury’s**, Sussex Place, Montpelier…………10%
- **Pembury Cycles**
  - Highridge Road, Bishopsworth………………10%
  - 236 North Street, Bedminster…………………10%
  - 41 Gloucester Rd, Bishopston…………………10%
  - (parts and accessories only)
- **Psyclewerx**, Abbotsford Rd Redland…………10%

**Other cycling groups in Bristol area**

- **CTC**
  - www.ctcwest.org.uk/bristol
- **Cyclebag East**
  - www.digitalbristol.org/members/cyclebag/intro.html
- **Avon Outdoor Activities Club**
  - (summer rides only) www.aoac.co.uk/
- **Mountain Biking**
  - www.bristolmountainbikeclub.com & www.bristolmtb.co.uk
- **Bath cycling & walking groups:**
  - “Recycle Your Sundays” bike rides
    - hazelpennington@waitrose.com
  - “Resole your Saturdays” eco-walking group
    - tmg086@tiscali.co.uk
  - **Bath Cycle Campaign** www.bathcyclingcampaign.org.uk

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**One Less Car!**

Designed by Car Busters in Prague ([www.carbusters.org](http://www.carbusters.org)) we distribute these and use the slogan as part of our membership of the World-Car-Free-Network. This long thin sticker (approx 10 inches long) fits along your top-bar or similar part of your bike. Shows that you’re “not part of the problem but part of the solution”! Cost just 50p each or three-for-a-pound. Available at meetings, our stalls, or through the post with a 2nd class stamp. FF contact info@bristolcyclingcampaign.org.uk
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Mail (including articles for this magazine if you don’t have email): BCyC, Box 60, 82 Colston Street, Bristol BS1 5BB

Website: www.bristolcyclingcampaign.org.uk  
Join via our website or email: join@bristolcyclingcampaign.org.uk  
For other information email: info@bristolcyclingcampaign.org.uk  
Email for magazine articles: editors@bristolcyclingcampaign.org.uk

BCyC e-group: This is a useful way of keeping in touch with what’s happening cycle-wise in Bristol and is dead easy to join. You can subscribe with a few clicks from the BCC website at www.bristolcyclingcampaign.org.uk – just click on ‘Contact’ and follow the instructions.

Monthly meetings:
We meet on the first Thursday of each month at 8pm in the upstairs room of the Cornubia pub, off Victoria Street (which links Temple Meads and Bristol Bridge).

Stall and publicity materials - Situation vacant! We are still looking for someone to fill this post – see back page for details. If you can help, please let us know

Unlike big organisations with loads of funding, we’re just a collection of activists who believe in cycling as part of a sustainable transport system. If you believe this too then get involved now. There’s a lot everyone can do. Just riding your bike more often is a great start, and mixing with other cyclists, such as on our social rides or meetings spreads ideas around. You’ll also find useful resources on our website (www.bristolcyclingcampaign.org.uk) - leaflets to complain about pavement parking, our membership promotions cards to pass onto friends, and more. Most of all we want YOU to get involved. Come to our meetings with your good ideas and make them happen.

COPY DEADLINE FOR NEXT MAGAZINE  
IS 15th OCTOBER 2008

All contributions welcome. Don’t wait to be asked!
In this edition of Bristol Cyclist...

...there’s good news and bad news...

Bristol has been selected to become Britain’s first ‘Cycling City’ and receive lots of government cash to improve cycling facilities in the city. Happily, it seems that the plans to turn the Bristol-Bath Railway path into a Bus Rapid Transit route are indeed to be abandoned. But despite the huge opposition to the plans for the Railway Path, and the Council’s commitment to promoting cycling as part of its Cycling City bid, plans to turn still more of Bristol’s greenways and cycle routes into BRT routes have been uncovered.

Inside, Steve Kinsella explains what the Cycling City money will mean for us, and what we can do to ensure it is well spent. Kathja Aloni reports on the BRT threat to the Malago Greenway, and Rowland Dye highlights another potential threat to the Railway Path. Elsewhere, we address the old chestnut of riding on the pavement, and there is news of campaigns old and new.

Eastside Bridge now open for cyclists

An important bike link between Bristol Temple Meads and the Bristol and Bath Railway Path (National Cycle Network Route 4) has reopened.

As you probably know, Valentine Bridge (the 'bendy' bridge that links the back of Temple Meads station to Avon Street) is closed and will remain so until 2010. This has made getting from Temple Meads to NCN4 much more complicated, requiring cyclists to negotiate the busy Temple Way. Now a new bridge has opened, enabling cyclists to cycle directly from Temple Meads to Avon Street.

The new bridge is accessed by turning right out Temple Meads into the car park, and then turning right again. A cycle route runs across the bridge and through the new housing development to Barton Road and the Bristol-Bath path.

Critical Mass is back!

Critical Mass, a defiant celebration of cycling, happens the last Friday of every month in Bristol and cities all over the world. We gather at 5:30, and leave a little after 6pm from the tall sail structure next to the fountains in the City Centre. (Sept. 26th, Oct. 31st, Nov. 28th, etc.) Critical Mass is an international occurrence, a coincidence of cyclists riding through the streets not organised by the Bristol Cycling Campaign (or anyone else for that matter). Come and ride with us, and wear your costumes for a rolling Halloween party on Oct. 31st.

Josh Hart

New bicycle hire network for Bristol

A new bike hire scheme similar to the successful ‘Velib’ scheme in Paris is coming soon to Bristol. The ‘Hourbike’ system will provide hire bikes locked at docking stations around the city. Users of the scheme can release bikes from the docking stations using a special ‘smart card’, and return the bike to any of the docking stations when they are finished with them. The hire charge is calculated by the smart card, which can be charged with credit online. The smart card can be used to hire bikes from any Hourbike scheme – Edinburgh and Dublin also have such schemes.

The scheme will start on a small scale, but if it is successful, the number of bikes and docking stations will be increased. Unfortunately the Hourbike scheme appears to have almost none of the features which made the Paris scheme such a success. There are only 20 docking stations, and all are in the city centre. You have to join the scheme and pay a £10 membership fee before you can use the bikes. You have to pay online and get a special smart card in order to use the scheme. There is a minimum hire period of 30 minutes, which is not free as the Paris system is.

Will it work? Time will tell! You can find out more, and pre-register for membership, at www.hourbike.com.
Introducing the
Bristol Cycle Expressway Network Initiative

Joshua Hart

Every day, thousands of Bristolians fail to consider the bicycle for their everyday transport because of fear of traffic and trepidation at the thought of pedalling up Bristol's hills.

Yet there exists a series of level, direct, and traffic-free routes that connect many of Bristol’s neighbourhoods. These are the currently neglected strips of land that run along our urban rail network- that with proper planning and funding that have the potential of being transformed into a 21st century walking and cycling expressway network.

Imagine being able to ride from Whiteladies Rd. in Clifton through Redland, across the famous Gloucester Rd. arches, through Montpelier, St. Werburgh’s, gliding safely across the M32, through Easton and its incredible new Eastside Roots Community Garden Centre, and finally arriving at Temple Meads station, without leaving a flat paved pathway, safely separated from the passenger rail line by a fence.

Imagine that the Bristol-Bath pathway wasn’t just the solitary jewel that it is now, but a section of a complete traffic-free cycle path network for Bristol. Such a network would enable safe, enjoyable and direct bicycling and walking journeys to popular destinations such as UWE's Frenchay campus, Gloucester Rd., and Clifton, without ever having to mix with motor vehicles or Bristol’s notorious diesel buses.

The concept of bicycles, pedestrians and trains safely sharing the same corridor is well established, with examples as near as the Bitton section of the Bristol-Bath path and the section of pathway through the St. Werburgh’s allotments.

Opening up the rail line for non-motorised traffic would not only maximise use of a valuable transport resource already in public ownership, it could also improve accessibility to and boost ridership on our urban rail network, all while relieving stress on our overcrowded roadway network.

If you think that current proposals for Bristol as a cycling city don’t go nearly far enough- that it would be a serious oversight to ignore these valuable rights-of-way while carbon neutral travellers continue to suffer dangerous, polluted, and gridlocked conditions on our roadways (or even worse suffer poor health from inactivity)- if you think that Bristol’s citizens deserve their own dedicated and well-designed pathways through our city, instead of just the crumbs off the table of the fossil fuelled feast- then lend your support to the Bristol Cycle Expressway Network Initiative.

Now, with £22 million available to make Bristol a Cycle City we can be proud of, let’s not waste this opportunity with more badly designed cycle projects. The time for a Cycle Expressway Network in Bristol is now!

Though there is no doubt that there are significant engineering issues to overcome, we are asking the council to seriously consider the proposal, undertaking a feasibility study as soon as possible, and identifying a first phase for implementation with Cycle City money, potentially from Stapleton Rd. to Redland stations.

If you are interested in being involved with this campaign, please send an e-mail to Joshua Hart at velorution@yahoo.com
Bristol – Cycling City

We reported in the last edition of Bristol Cyclist that Bristol had been shortlisted to become Britain's first 'Cycling City' and receive a huge boost in government funding to spend on improving cycling.

In June it was announced that Bristol had won the bid to become Cycling City.

Steve Kinsella, CTC Right to Ride coordinator for the South West, reports.

In a few months we will see “Cycling City” posters and flags around Bristol and South Gloucestershire. Readers of Bristol Cyclist may well wonder at this. We all know cycling in Bristol is an obstacle course of disconnected “facilities” and roads dominated by motor traffic. How can Bristol be England’s cycling city?

Rather perversely, the reason for Bristol’s selection might be connected with the groundswell of passion for cycling shown by the Save the Railway Path Campaign, plus ongoing work such as the embryo HourBike hire scheme and the Connect 2 project to the south. (Incidentally, I write this from a town just outside Glasgow – here you’d think the bike hadn’t yet been invented! Bristol is quite a way ahead of some places).

Cycling City aims to build on the foundation of a cycling sub-culture, of which Bristol Cycling Campaign members are a part. Over three years the Council aims to double the number of people cycling to work and school, double the number of children cycle-trained, double the cycle flows at established monitoring points, double cycle parking occupancy, and double the number of people in Bristol and South Gloucestershire who “see cycling as a realistic travel option”.

How is this to be done?

Cycling England is giving the city £11.4million of central government funds. This is match-funded by the two Councils. (The match funding would have been spent on cycling anyway, but is now treated as part of the project.)

The extra money will be spent on:

“Soft measures”. A significant part of the project will be programmes aimed at encouraging people to use bikes. This will follow some established approaches run by council staff but also depends considerably on enthusiasm and initiatives by volunteers.

The plan includes:

- 10,000 individuals to be assisted with personal travel planning
- A web-based cycle route planner
- School cycle training in conjunction with LifeCycle UK
- A new cycle resource centre and information services hub
- Hourbike cycle hire is treated as part of the plan, though the extent of new funding is unclear

And with volunteer assistance:

- Events such as local bike rides and neighbourhood transport initiatives

Infrastructure improvements. To put this in context the level of funding now being received would be needed for several decades to get a cycling infrastructure like Amsterdam and some other European neighbours, so don’t expect that (and keep lobbying your MP for more funding). The council aims to use the limited funds to join up the worst disconnections in the road and greenway cycling network. The main work will be:

A new North Bristol cycleway linking the North fringe with the city centre.
Upgrading for cycling of several main road routes from centre to suburbs
Improvements and additions to off-road routes.
At least 20 junction improvements and cycling contraflows to the yellow roads and ways on the Bristol cycling map
Refurbishment of signing including travel time information.
Fault reporting hotline and maintenance response
More cycle parking
Signals phasing to suit cycling on at least 20 junctions
20mph zones

There is a generalised intention to make the roads and cycleways into a joined-up cycle-friendly network.

Comments posted on www.bristolstreets.co.uk about places where infrastructure improvements are needed, will, the council says, be taken into account, particularly when a lot of people say the same thing.

Inspiring the Public. This part of the plan will be the “branding” of Bristol as Cycling City. The bid document says “One element will be the creation of an emblematic information/services hub in a prominent central location. This would also act as a focal point for the variety of voluntary cycle groups and clubs in the city”.

You can find out more at the council website: http://www.bristol.gov.uk/com/content/Transport-Streets/Walking-Cycling/cycling-in-bristol/bristol---englands-first-cycling-city.en

There is consultation until 15 Oct 2008, which asks views on “what would encourage more people to cycle” at: www.bristol.gov.uk/item/consultation.html?recid=397

Will it work?

A lot will depend on the leadership and management of the project. There will be a Project Board at executive level, which includes Bristol Councillors Mark Bradshaw, (Cabinet Member, Access and Environment), and Terry Cook, Cycling Champion. The council is advertising for a Project Manager and meanwhile an officer, John Roy, is running the project on an interim basis.

As I write this, the processes of public consultation on proposals and of expert scrutiny or comment, usual to major projects, are not yet clear. I and others are pursuing this point.

However it is clear that voluntary groups will be encouraged to put on events or rides to promote cycling. I am told that funding assistance will be provided, so if you have an idea bubbling now is the time to put it into action

Initiatives by Bristol Cycling Campaign members can only be to the good. With petrol prices rising, the obesity crisis, and awareness of environmental issues, this will gather momentum, so watch out for how you can play a part in making Cycling City a success.
Malago Greenway under threat

Kathja Aloni reports

The West of England Partnership in conjunction with Bristol City Council are planning to turn South Bristol’s Malago Greenway into a Bus Rapid Transit Route (BRT).

The scheme resembles the plan for the Bristol to Bath Railway Path, which was shelved temporarily due to a high profile campaign.

The Malago River, with its springs in the Dundry hills, skirts Hartcliffe and Bishopsworth, before it is joined by a cycle path and walkway in Manor Wood Nature Reserve and thus becomes the ‘Malago Greenway’. The greenway continues through Bedminster and the bottom of Windmill Hill, before the Malago flows into the Avon New Cut as Bristol’s last open, un-culverted river.

This green corridor forms an oasis of peace and tranquillity within the hustle and bustle of the city. It provides a haven for wildlife, including some protected species. It is frequently used by dog walkers, serves as a safe playground for children and a walkway for parents picking up their children from the nearby primary school. It also allows bicycle commuters from Bishopsworth and Bedminster to travel almost traffic-free into the City Centre.

However, the West of England Partnership plan to use this space for a proposed BRT route to provide a direct public transport system between the emerging mass developments in Hengrove and the City Centre.

The plans were obtained by members of the newly formed ‘Save the Malago’ campaign under the Freedom of Information Act.

In order to make space for the required width of 9–11meters for the 2-way BRT, parts of the river would have to be paved over and diverted. The cycle path would have to be partially sacrificed. In other places cyclist would need to compromise by cycling next to large – most likely diesel-fuelled – bendy-buses. The campaign also learned about some potential compulsory purchases of properties.

The BRT’s purpose is to encourage people out of their cars and take buses off the roads in order to ease congestion. At
peak times however these buses would charge up and down the route every 3.5 minutes in both directions, having to cross several busy roads and presumably bringing the traffic there to a standstill. How these long vehicles would negotiate under the very narrow railway bridge and around Windmill Hill Close remains also to be investigated. Additionally the route would have to implement some significant new infrastructure including a new bridge over the Avon New Cut.

The plans are still at an early stage and a public consultation should take place later this year. For more information or to join the Malago Campaign: http://www.malagogreenway.org.uk

The Malago Yahoo discussion group can be joined at: http://groups.yahoo.com/group/malago.

Cycle-homes on the Railway Path?

Although the Railway Path has just been saved from the guided bus scheme, other new threats are on their way! The redevelopment plans for the Elizabeth Shaw Chocolate Factory have announced plans for a row of houses facing onto the Railway Path in Greenbank.

Rowland Dye explains why he thinks this is a bad idea.

There’s a possibility that the development buys a strip off the side of the Railway Path so moving the houses closer than the present factory boundary and even closer to the path. This creates a dangerous precedent as other developers will do the same so urbanising other sections of the Path.

By spinning the novelty of the “first cycle-homes” in the UK the developers are diverting attention away from the drawbacks to the proposal and taking us all for a ride! The developers are promoting the value of the houses to improve security on the Path. But in this age when people are glued to the televisions behind closed curtains, this may be overstated. The reality is the developers are desperate to make money out of an otherwise useless narrow strip of land between the factory buildings and the edge of their land.

Nowhere else in the city would a developer be able to build right up to the edge of their plot and use green space as an access route. Why should this be allowed on the Railway Path?
The architect’s plans showing the proposed location of the homes adjacent to the path

The PR boasts these will be the first cycle-homes in the country. Which sounds fab, doesn’t it? But wipe away the greenwash and what’s the reality? A row of twenty or more, three storey houses built right along the edge of the Path. Paradoxically for cycle-homes, many will have garages! These will dominate the Path and change the present green and rural character to a very urban one.

Whereas the present factory buildings are set some way back from the Path, bordered by a brick wall, the new houses will use the green corridor as their front-gardens. Although direct connections to their front doors for cyclists sound nice in theory, the reality is the multitude of junctions will lead to more conflict and danger.

If you wish to oppose the present proposals, petition sheets are available from:
Pete Taylor, 25 Camelford Road, Greenbank, BRISTOL BS5 6HW Tel: 0117-951-2610

See the plans at www.GreenBankChocolateFactory.co.uk

Complain to your City Councillor via

www.bristol.gov.uk
or
www.WriteToThem.com

There’s less than a month until this application goes to the Council in September. So get active now!
Thank You for Not Driving Campaign

Pete Taylor says

'I’d like to thank BCyC for its continued support with this campaign. You’ll be pleased to know Bristol has over 700 of these cute little signs throughout the city.

The very first one I put up myself on the Kebele Café in Easton in late 2005. It’s still there! The first school was Whitehall Primary School – Lord Mayor Peter Abraham unveiled the sign. One Mum remarked to the Evening Post “It’s good to try to encourage people to get out of their cars!” I couldn’t agree more!

The 500th sign was unveiled by Bristol East MP Kerry McCarthy last year. In May of this year Minister for Health, Dawn Primarolo, did an unveiling at Gay Elms Primary School for the 700th sign. She fully supports the campaign. I have since written to her asking if she could roll it out nationally to all Health Centres and Hospitals.

The signs are available in A5 and A3 size. They’re made of weatherproofed and toughened plastic in safety-blue colour. They’re pre-drilled and easy to fix up anywhere. And the Council provides them all for free! There are also small stickers in the same design, samples available on the BCyC stall.’

If you know of a place that needs signs put up, your child’s school or your workplace, then contact me to arrange – Pete Taylor 0117-951-2610
Can I cycle on the pavement?

‘Cyclists are a menace – jumping red lights, cycling on the pavement - they think they’re above the law!’

How often have you heard this, usually as an excuse for opposing anything that might encourage cycling or make life easier for cyclists? Despite the fact that you are far more likely to be killed or injured by a motor vehicle than by a bicycle on the pavement*, cycling on the pavement seems to provoke a disproportionate amount of ire among the general public.

But do cyclists using the pavement really think they are ‘above the law’? What does the law have to say about it? BCyC members have asked for clarification of the legal situation. Terry Miller explains below.

Cycling on the pavement is illegal...

The primary legislation which makes cycling on a footway an offence is section 72 of the 1835 Highways Act. This provides that a person shall be guilty of an offence if he "shall wilfully ride upon any footpath or causeway by the side of any road made or set apart for the use or accommodation of foot-passengers or shall wilfully lead or drive any carriage of any description upon any such footpath or causeway.

Section 85 of the Local Government Act 1888 extended the definition of "carriage" to include "bicycles, tricycles, velocipedes and other similar machines.

The object of Section 72 Highways Act 1835 was intended not to protect all footpaths, but only footpaths or causeways by the side of a road, and that this is still the case has been ruled in the high court. The legislation makes no exceptions for small wheeled or children’s cycles, so even a child riding on a footway is breaking the law. However, if they are under the age of criminal responsibility they cannot, of course, face prosecution.

...but you can only be penalised for doing so if you endanger others

On 1st August 1999, new legislation came into force to allow a fixed penalty notice to be served on anyone who is guilty of cycling on a footway. However the Home Office issued guidance on how the new legislation should be applied, indicating that they should only be used where a cyclist is riding in a manner that may endanger others. At the time Home Office Minister Paul Boateng issued a letter stating that:

"The introduction of the fixed penalty is not aimed at responsible cyclists who sometimes feel obliged to use the pavement out of fear of traffic and who show consideration to other pavement users when doing so. Chief police officers, who are responsible for enforcement, acknowledge that many cyclists, particularly children and young people, are afraid to cycle on the road, sensitivity and careful use of police discretion is required."

Almost identical advice has since been issued by the Home Office with regards the use of fixed penalty notices by ‘Community Support Officers' and wardens.

It is important to note that most legislation relating to ‘cycling on footpaths’ actually relates to the riding of cycles on a ‘footway set aside for the use of pedestrians’ which runs alongside a road. For example, the ‘fixed penalties' brought in a few years ago do NOT apply to country footpaths where there is no road. Fixed penalty notices also cannot be applied to areas such as parks, shopping precincts etc. unless a byelaw has been passed making cycling such areas an offence, nor do they apply to anyone under 16. Many people (including police officers) seem to think that ‘a footpath is a footpath’ wherever it is and that the same laws apply. This is not the case.

*in an average year, 50 people will be killed by a motor vehicle on the footway, but no-one will be killed by a bicycle
Should I cycle on the pavement?

In the interests of balance, here are ten reasons not to cycle on the pavement!

1) It's unnecessary
You're nervous about negotiating a dodgy road junction or scary roundabout, so you take what seems to be the easy way out and opt for the pavement. But you don't have to! Coping with difficult traffic conditions is a matter of acquiring the skills and confidence to do so – anyone can do it, and it doesn't take years.

Buy a copy of John Franklin's excellent book 'Cyclecraft' (ISBN 0117020516, published by HMSO) which teaches you all the skills you'll need to cope with the scariest of traffic.

Get some cycle training – contact LifeCycle UK on 0117 9290440 or www.lifecycleuk.org.uk.

Or, if you need help with a particular journey, perhaps on your commute to work, get yourself a 'bike buddy' – an experienced cyclist who can accompany you and give you survival tips and advice: register on 234car.com to find one.

2) It's inconvenient
To cycle safely on the pavement without alarming or potentially endangering pedestrians, you have to go really, really slowly. So what's the point of being on a bike?

3) You're not on the road
Sounds obvious, but the more cyclists there are on the roads, the safer the roads will be for cyclists, as drivers will be more 'bike aware'. Getting off the road and onto the pavement isn't doing your fellow cyclists – or yourself - any favours.

4) Bad PR
No matter how careful you are, to many people you'll just be another irresponsible cyclist who thinks the law doesn't apply to them. If you're riding faster then walking speed, a significant minority of pedestrians will find your presence unnerving and irritating. If you're riding at walking speed, you might as well be walking – riding at such slow speeds is difficult and unsafe, because you're less stable.

5) Avoiding the issue
Cycling on the pavement is really a way of avoiding the real issue, which is perceived danger on the roads. To learn how to ride on the road, and gain the confidence to do so, you need to ride on the road.

6) It's not safe
You may feel safer being further away from cars, lorries and buses, but you've got all those unpredictable pedestrians to contend with – stepping out in front of you, stopping, changing direction... Motor vehicles are much more predictable, so the chance of a collision is greater on the pavement than it is on the road.

7) Litigation risk
If you do collide with and injure a pedestrian, there's a good chance they could sue you for damages. And if you were injured in a collision with a pedestrian or motor vehicle, your chance of claiming damages would be low, as you are technically not supposed to be on the pavement.

8) Danger myth
You're contributing to the myth, which puts many people off cycling, that cycling on the road is a dangerous activity only suitable for the foolhardy.

9) Transfer of risk
On the road, where you're supposed to be, motor vehicles pose a greater risk to you than you do to them. On the pavement, the risk is reversed. Even given the fact that motor vehicles pose a much greater risk to life and limb than pedal cycles, this is unfair.

10) It's illegal!
Even though the police may turn a blind eye, it is still against the law!

Cathy

NB These are purely my personal views and do not in any way represent those of BCyC as an organisation!
# AUTUMN BIKE RIDES

Most rides meet near the centre of town – if the ride is likely to pass down your way and you’d like to arrange an alternative meeting place, contact the ride leader.

If you would like to lead a ride, please contact Philippe on 0117 9669414 or bris046-cycle@yahoo.fr. We like to have rides suitable for all, from complete beginner upwards, so anyone can lead a ride!

<table>
<thead>
<tr>
<th>Date</th>
<th>Ride leader + contact</th>
<th>Route details</th>
<th>Approx Length</th>
<th>Lunch stop</th>
<th>Start</th>
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<tbody>
<tr>
<td>THURSDAY 11 Sept</td>
<td>Eugene Kertzman</td>
<td>Family rides to show the new Wellow path</td>
<td>Yes</td>
<td>18:45 at Wellow Trekking centre</td>
<td></td>
</tr>
<tr>
<td>SATURDAY 13 Sept</td>
<td>Sue Nicholls 07760 197567</td>
<td>Doors Open Day in Bristol – explore some of Bristol's most interesting buildings</td>
<td>Yes</td>
<td>Bring own lunch, or cafe</td>
<td>10am Millennium Square</td>
</tr>
<tr>
<td>SATURDAY 20 Sept</td>
<td>Terry 0117 942 4590</td>
<td>Tyntesfield Estate. Free entry to grounds &amp; house. Bring National Trust card for £1 voucher to use in shop or cafe.</td>
<td>Yes</td>
<td>Simple cafe or picnic</td>
<td>10.15 for 10.30 Arnolfini</td>
</tr>
<tr>
<td>28 Sept</td>
<td>Charity ride Pre-registration required 01179 247275</td>
<td>Bristol-Bath-Bristol. More info: mariecurie.org.uk/events/cycling/bristol_bath_cycle_ride/</td>
<td>30 miles Yes</td>
<td>Cafe at Cheddar</td>
<td>Castle Park</td>
</tr>
<tr>
<td>SATURDAY 4 Oct</td>
<td>Self guided ride Organiser: Joe Prosser</td>
<td>Download your entry form at ctcwest.org.uk/bristol-click on 'DA event 2008'</td>
<td>100 km Brevet Populaire No</td>
<td>Cafe at Cheddar</td>
<td>9 am Create Centre</td>
</tr>
<tr>
<td>12 Oct</td>
<td>Jason 07796904664</td>
<td>Portishead</td>
<td>20 miles Yes</td>
<td>Pub in Portishead</td>
<td>10:00 am Arnolfini</td>
</tr>
<tr>
<td>19 Oct</td>
<td>Adrian Hill 0117 929 4618</td>
<td>Pier of Clevedon</td>
<td>30 miles No</td>
<td>Picnic on the pier £1 entry</td>
<td>10:00 am Arnolfini</td>
</tr>
<tr>
<td>26 Oct</td>
<td>Martin</td>
<td>Wells, Back via Strawberry Line</td>
<td>100 km No</td>
<td>Lunch in Wells</td>
<td>10:00 am Arnolfini</td>
</tr>
<tr>
<td>2nd Nov</td>
<td>Jason 07796904664</td>
<td>Clevendon war bunker</td>
<td>30 miles + 4 miles on foot Yes</td>
<td>Pack lunch</td>
<td>10:00 am Arnolfini</td>
</tr>
<tr>
<td>9 Nov</td>
<td>William Baker 07739 281 076</td>
<td>Clevedon, back via Cadbury Camp, to include short walk</td>
<td>30 miles Yes</td>
<td>Pack lunch</td>
<td>10.30 am Arnolfini</td>
</tr>
<tr>
<td>16 Nov</td>
<td>TBA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23 Nov</td>
<td>Declan 07880 980 563</td>
<td>Bristol South into Somerset</td>
<td>25 miles Yes</td>
<td>Pub</td>
<td>10:00 am Arnolfini</td>
</tr>
<tr>
<td>30 Nov</td>
<td>TBA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Dec</td>
<td>Moira 0117 950 2931</td>
<td>Severn Beach</td>
<td>10 miles Yes</td>
<td>Pack lunch or pub</td>
<td>10:00 am Blaise Castle car park, Kings Weston Rd</td>
</tr>
</tbody>
</table>

Join our email group or see our website for last-minute changes to rides
Starting points

**Arnolfini.** Start outside Arnolfini Arts Centre which is near Prince Street Bridge, at the south east end of Narrow Quay part of harbour from the Centre.

**Create Centre,** Smeaton Road. This is the last large red brick warehouse at the end of the docks towards the Avon Gorge.

**Blaise Estate car park** - café in the car park at the Kings Weston Rd entrance to Blaise Estate

General advice

Many regular riders will know these things already, but for those new to cycling or to the group here are a few tips that you may find helpful.

The times shown are the **START** times of the rides. Although some may wait a few minutes for a chat, it’s best not to rely on this. **Arrive earlier rather than later and don’t get left behind.**

Make sure your bike is in good working order. If you think it needs more than a “tweak” then it’s probably better to **get it serviced at a bike shop.** You are wise to carry a few basic repair items with you, such as pump, puncture repair kit or, even better, an inner tube of the right size and basic tools. If you’re new to cycling and don’t know how to use them, the chances are someone else will show you (that’s how most of us learned!)

In winter you are more likely to be riding home in the dark, so bring your **bike lights** and hi-vis wear. Remember the temperature can drop significantly in the evenings, so bring extra warm layers, gloves, socks, hat, etc. Pack a waterproof jacket and maybe also waterproof trousers.

Always **carry food with you,** even if it's only a banana! Cycling is exercise and you will get hungry. Preferably some carbohydrates – sandwiches, flapjacks, cereal-bars, and fresh/dried fruit are some examples.

On the road, **behave responsibly** – don’t obstruct traffic and only stop where it’s safe to do so. It’s also nice if you warn others behind you of potholes or other obstructions in the road.

These tips aren’t meant to put you off or make you think a day’s bike ride is like climbing Everest! But with a little forethought you will enjoy the adventure of a day out even more. You’ll notice we often suggest a picnic or packed lunch, or a visit a pub. Our rides are often built round a theme or local beauty-spot of place of interest. We are a **convivial group who make new-comers welcome and we usually ride at a moderate pace.** Contact the ride-leader if you’re unsure.
Streets Alive ‘08

Saturday 20th Sept. 11am to 6pm

Cycle Fiesta - Get on your bike and join in the fun!

Wacky bikes  Bike Art  Dr Bike Repairs  Bike Guru

Street Theatre

The Bristol Festival Acoustic Lounge

Food, drink, arts and crafts from St. Nicholas market

Corn Street area in old city centre - Free and for everyone

Details at www.streetsalive.net/news